



# **SIZZLING SATURDAY**

## **Series**



## **Sailing Instructions**

Saturday afternoons

April to September 2017

Organising authority: Royal Western Yacht Club of England Ltd  
PLYMOUTH, UK

# SAILING INSTRUCTIONS

Competitors and their families are invited by the Flag Officers of The Royal Western Yacht Club to be temporary members of the Club on Saturdays for the duration of the regatta and to have full use of the bar, catering and other facilities of the Club.

## 1 RULES

The Series will be governed by the rules as defined in *The Racing Rules of Sailing*.

- 1.2 Where boats are racing within the boundaries of the Port of Plymouth they are referred to the Dockyard Port of Plymouth Order 1999, a copy of which is displayed on the website <http://www.legislation.gov.uk/ukxi/1999/2029/contents/made> and Local Notices to Mariners. When the Race Committee believes that such regulations have been broken so as to bring the sport into disrepute it will act under RRS 60.2(c) requesting the Protest Committee to act under RRS 69.1(a), Allegation of Misconduct.
- 1.3 Racing rule(s) will be changed as follows:
  - a. Time Limit – see 17
  - b. Penalties – see 14.2
  - c. Scoring – see 18
- 1.4 Under rule 87, rule(s) IRC Rule 22.4.2 of the IRC class rules is replaced with:

“The maximum number of crew that may sail aboard a boat shall be the crew number printed on the certificate plus two. There is no weight limit.”

## 2 NOTICES TO COMPETITORS

- 2.1 For the purposes of this series the RWYC website shall be the Official Notice Board. Notices to competitors will be posted on the RWYC website on the Saturday Series page.
- 2.2 Any change to the sailing instructions will be posted at least five hours before it will take effect.
- 2.3 In the event of an afternoon’s racing needing to be cancelled, race management will endeavor to post a notice on the club website (Saturday Event Page) by 1200hrs on the day of racing. The race committee however reserves the right to cancel a race later, if it considers that conditions have become unsuitable to race.

## 3 SIGNALS MADE ASHORE

- 3.1 Signals made ashore will be displayed at the RWYC Flagstaff.
- 3.2 The failure to receive any Race Committee transmissions shall not constitute grounds for redress.

#### **4 SCHEDULE OF RACING**

Each afternoon will comprise two races. The warning signal of the first race will be at 1425, with Race 2 starting as soon after the finish of Race 1 as possible.

Each race will have one start and boats shall sail the same course.

#### **5. CLASS FLAGS**

The class flag for the racing fleet will be the zulu (handicap) flag.

#### **6. RACING AREA**

All racing will be held within Plymouth Sound.

#### **7. COURSES**

Both series will sail windward/leeward courses as described in Appendix 1. At the discretion of the race committee, a single mark may be laid, rather than a gate.

#### **8. DESCRIPTION OF MARKS**

8.1 Yellow pillar buoys

8.2 Start Pin – Orange Pillar Buoy

8.3 Finish ODM – small buoy with blue flag

#### **9 THE START**

9.1 The start line for all classes will be between the mast displaying an orange flag on the Committee vessel and the outer distance mark.

9.2 All boats shall pass close to the Committee vessel on the side opposite to the start line before the start of the first race of each day with mainsails hoisted for identification.

#### **10 RECALLS**

Yachts only (does not apply to the dinghy series).

In the event of an individual recall, the Race Committee may announce on vhf that one or more boats were over the line. Competitors are reminded that it their responsibility to ensure that they have started correctly. Failure to make or receive such transmissions is not grounds for redress.

This changes rule 29.1

## **11. CHANGE OF COURSE**

To change the next leg of a course, the race committee will move the original mark to a new position.

## **12. SHORTENED COURSE**

Competitors are reminded that the course may be shortened at any mark, however the committee vessel may be either the start boat (usually Fulmar), or another race committee vessel (eg a rib).

## **13. THE FINISH**

The finish line will be between a staff displaying an orange flag on the committee boat and a pin-end. mark with a blue flag. See Appendix 1.

## **14. THE PENALTY SYSTEM**

14.1 The Exoneration Penalty and RYA Arbitration of the RYA Rules and Disputes procedures will be available. This is the preferred method of resolving disputes. See the below website for details.

<http://www.rya.org.uk/racing/raceofficials/Pages/RulesDisputesProcess.aspx>

14.2 For the yacht series only, the Two Turns Penalty is replaced by the One Turn Penalty. This changes rule RRS 44.1

## **15. PROTESTS**

The protest time limit is 60 minutes after the last boat has finished the last race of the day. The same time limit applies to protests by the race committee and protest committee about incidents they observe in the racing area and to requests for redress.

## **16. RETIREMENT**

16.1 Boats retiring shall report their retirement to the Race Committee as soon as possible.

16.2 Retirements may be reported via VHF Ch 77 to the Committee Vessel call sign "FULMAR", or by telephone to RWYC telephone: 01752 660077

## **17 TIME LIMITS**

Time Limit – Any boat not finishing within 25 minutes of the first boat will be scored DNF without a hearing. Should no boats finish within 60 minutes of the start, the race will be abandoned.

This changes rules 35, A4 and A5.

## **18 SCORING**

Each boat's series score will be the total of her race scores less discards as below.

Up to 8 races – None

9 races sailed – one

10 races sailed – two

11 races sailed – three

12 races sailed – four

13 races sailed – five

14 races sailed - six

This changes rule A2

## **19 RADIO COMMUNICATIONS - Yacht series only**

19.1 All yachts shall carry and operate a VHF radio and monitor Race Committee broadcasts.

19.2 The Race Committee will use VHF Ch 77.

## **20 RISK STATEMENT**

20.1 Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

20.2 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- (a) they are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- (b) they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- (c) they accept responsibility for any injury, damage or loss to the extent caused by their own actions and omissions;
- (d) their boat is in good order, equipped to sail in the event and they are fit to participate;

- (e) provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

## **21 INSURANCE**

Each participating boat is required to hold adequate insurance and in particular to hold insurance against third-party claims in the sum of at least £2,000,000.

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